



Request for City Council Committee Action from the Department of Community Planning & Economic Development

Date: January 28, 2013

To: Council Member Elizabeth Glidden, Chair
Regulatory, Energy and Environment Committee

Subject: Commercial Pedal Car Ordinance

Recommendation: That the Regulatory, Energy and Environment Committee recommend adopting Chapter 306 of the Minneapolis Code of Ordinances to license and regulate the Commercial Pedal Car businesses in Minneapolis; adding a company fee, driver fee, and annual inspection fee to the License Fee Schedule; and adding a Violation of Operating Restriction Fine to the Administrative Fine Schedule.

Previous Directives: None

Department Information

Prepared by: Linda Roberts, District Supervisor, Licenses and Consumer Services, (612) 673-3908

Approved by:

Chuck Lutz, Deputy Director, Community Planning and Economic Development

Cathy Polasky, Director, Economic Policy and Development

Grant Wilson, Manager, Licenses and Consumer Services

Presenters in Committee: Linda Roberts

Financial Impact

- None

Community Impact

Neighborhood Notification:

Business Licenses' staff has engaged this industry for over a year with multiple meetings to reach a consensus on the regulating and licensing of this entertainment activity. We have also met with the Minneapolis Bicycle Advisory Committee and Business Advisory Committee on more than one occasion.

In addition, public hearing notices were emailed to business associations and neighborhood associations on January 15, 2013 and posted on the City's cable channel and the Business Licenses' website.

- City Goals:
Jobs and Economic Vitality: A world-class city and 21st century economic powerhouse.
A City that Works: Minneapolis is a model of fiscal responsibility, technological innovation and values-based, results-driven municipal government

Supporting Information

In 2008, Minnesota Representative Steve Simon (DFL-St. Louis Park) authored a bill that allowed the consumption of alcohol on commercial multi-passenger bicycles. The "pedal pub" made its national debut in Minneapolis soon after. Much of the next few years went by with few concerns. We believe the reason for such few complaints is that both of the currently operating businesses have self-imposed good business practices.

This type of entertainment has become popular in other cities which have ordinances to license and regulate them. We have incorporated the best practices of these ordinances in this text amendment. In 2012 the City of St. Paul enacted an ordinance to regulate this entertainment.

Additionally in 2012 the commercial pedal car industry, the bicycle community and the business community worked collaboratively with City Staff to develop a code that would maintain the integrity, safety and standards of these well operated entertainment businesses. The proposed ordinance is the result of that collaborative work. We have been able to address the concerns that have been raised regarding noise and hours of operation.

The highlights of the operating restrictions are as followings:

1. Require the company and the driver to be licensed.
2. Require an inspection of the vehicle.
3. Require two million dollars of insurance.
4. Require tours to have an assembly site on private property for customers to gather and to conclude their rides. This site would also need to have restrooms and off street parking.
5. Require the tours to conclude by 10 p.m.
6. Require the business and drivers to ensure their customers do not disturb the communities they operate in with noise or litter.
7. The license fee schedule will be same as the annual pedicab license fees: \$59 for each driver and \$98 per vehicle operated by the company. The administrative fines will be the same as alcohol related fines and start at \$500.

Recommendation

That the Regulatory, Energy and Environment Committee recommend adopting Chapter 306 of the Minneapolis Code of Ordinances to license and regulate the Commercial Pedal Car businesses in Minneapolis; adding a \$98 annual company license fee, \$59 annual driver fee, and a \$135 annual vehicle inspection fee to the License Fee Schedule; and adding a \$500 Violation of Operating Restriction Fine to the Administrative Fine Schedule.